

INFORMATION ON REQUEST (D NO

COUNTRY East Germany

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1952 Investment

Plan of the Soviet Zone Railroads

Survey

Total Cost Allocations in the
1952 Budget
(in 1,000 Eastmarks)

Central procurement of vehicles	160,193	136,412
Production of NITROPA coaches	1,800	1,800 (2)
Improvement of locomotive repair facilities	8,359	1,530
Improvement of rolling stock repair facilities	5,430	2,683
Construction projects in the Berlin regional railroad district	287,951	125,595
Construction projects in the Cottbus regional railroad district	114,377	57,532
Construction projects in the Dresden regional railroad district	37,210	20,271
Construction projects in the Erfurt regional railroad district	5,366	3,437
Construction projects in the Greifswald regional railroad district	36,256	20,367
Construction projects in the Halle regional railroad district	34,130	25,331
Construction projects in the Magdeburg regional railroad district	12,142	6,508

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Survey	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget
Construction projects in the Schwerin regional railroad district	9,670	3,625
Total of the major construction projects, each of which estimated at a cost of upward of 500,000 eastmarks	713,384	405,801
Construction work on the major instal- lations, each of the projects estimated at a cost ranging from 50,000 to 500,000 eastmarks		49,859
Total for main installations		455,660
Total for secondary installations		15,739
Grand total		471,449

The survey is broken down as follows:

1. Locomotives and rolling stock.

	Number of Units Concerned	Total Cost	Alloca- tions in the 1952 Budget (in 1,000 Eastmarks)	Remarks
a. New constructions.				
Standard-gauge locomotives	2	793	432	(3)
Locomotives with a gauge of 1,000 mm	9	1,463	985	(3)
Locomotives with a gauge of 750 mm	16	2,234	1,590	(3)
Long-distance passenger cars	36	8,916	816	(4)
RR type cars	1,600	78,340	73,340	(5)
SS type cars	700	28,560	28,560	(5)
Double decker coaches	76	14,182	4,994	(4)
Self-discharging freight cars	30	1,530	1,530	Figures estimated
Tank cars	30	741	741	"
including: 4-axle	5			
2-axle	25			(6)
RKT type cars	25	790	790	(7) "
b. Repair work.				
Reconditioning of damaged express train locomotives and heavy freight locomotives	80	10,488	10,488	(8)

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	Number of Units Concerned	Total Cost	Alloca- tions in the 1952 Budget (in 1,000 Eastmarks)	Remarks
Special repair work on SU cars		1,000	1,000	The cars were bought from the U.S.S.R. by the Soviet Zone Rail- roads (9)
Reconditioning of damaged passenger cars	142	5,000	5,000	(10)
Reconditioning of damaged NITROPA cars		1,800	1,800	(2)

2. Improvement of the machinery and technical facilities at railroad repair shops in charge of repair work on locomotives.

Railroad Repair Shop	Total to be Invested (in 1,000 Eastmarks)	Allocations in the 1952 Budget	
Cottbus	3,185	431	
Zwickau	2,555	196	
Chemnitz	957	46	
Leipzig	1,662	907	
Total	8,359	1,580	(11)

3. Improvement of the machinery and the technical facilities of railroad repair shops in charge of repair and maintenance work on rolling stock.

Railroad Repair Shop	Total to be Invested (in 1,000 Eastmarks)	Allocations in the 1952 Budget	
Brandenburg-West	639	155	
Dresden	999	590	
Chemnitz	746	400	
Gotha	524	302	
Herswalde	1,392	451	
Delitzsch	1,130	785	
Total	5,430	2,683	(12)

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4. Construction projects in the Berlin regional railroad district.

	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Railroad stations	1,375	600	
Improvement of technical facilities for the maintenance work on locomotives at Bws (minor repair and maintenance shops)	701	7	
Scheduled replacement of trackage	2,040	2,040	
Improvement of the carrying capacity of lines at:			
Jueterbog railroad station enlargement of trackage	1,684	1,070	(13)
Auestrin railroad station construction of a transfer track	4,000	2,913	
Frankfurt/Oder railroad station, construction of a transfer track	9,000	4,369	
Muhlheide marshaling yard, new construction, first stage	22,500	3,739	figures estimated (14)
Loewenberg - Rathenow line reinforcement of the permanent way	12,779	3,367	(15)
Guben-Frankfurt/Oder line reconstruction of the second track between Frankfurt/Oder and Neuzeile	11,313	5,443	figures estimated (16)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring, first construction stage	37,000	1,496	(17)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring, second construction stage	33,200	3,620	(17)
Bustermark railroad station construction of trackage	736	250	(18)
Grossbeeren-Altglienicke sector of the Berlin Outer Freight Ring	7,565	7,565	figures estimated (17)
Grossbeeren-Beddin line construction of a second track	5,750	5,750	

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Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Seddin railroad station construction of trackage	1,772	399	
Belzig, construction of a connecting curve	3,500	3,500	(19)
Electrification of the Gruenau-Koenigswusterhausen line	10,530	395	(20)
Loewenberg, construction of a connecting curve	3,300	3,300	(21)
Neustadt/Dosse, improvement of railroad stations	1,300	1,300	
Marzahn-Oranienburg sector of the Berlin Outer Freight Ring	33,788	2,041	
Improvement of traffic installations in the Berlin area	6,663	2,642	
Wustemark, construction of a connecting curve	760	130	
Frankfurt/Oder enlargement of trackage	1,290	8	
Wiesenburg-Belzig line construction of a second track	1,263	14	(22)
Construction of a connecting curve near Buch on the northern section of the Berlin Outer Freight Ring	3,600	3,600	(14) and (15)
Brandenburg construction of a connecting curve	7,800	7,800	(19)
Construction of a connecting curve near Grossbeeren on the southern sector of the Berlin Outer Freight Ring (SAR)	5,100	5,100	(14)
Treuenbrietzen-Belzig line reinforcement of the permanent way and improvement of the course of the line	10,650	10,650	(14)
Seddin-Belzig line, reconstruction of the second track	5,600	5,600	(14)
Sueterbog-Grossbeeren line reconstruction of the second track	12,000	12,000	(14)
Total of money to be spent on the improvement of the carrying capacity of railroad lines	254,543	103,616	

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Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Bridges.

Oder bridge in Frankfurt/Oder	3,230	2,575	(19) and (21)
Oder bridge in Kuestrin	1,597	1,163	(19) and (21)
Bridge over the Havel River in Spandau on the Berlin- Stendal line	1,350	294	(23)
Bridge over the Havel River in Rathenow on the Berlin- Stendal line	1,010	15	(23)
Bridge over the Havel River in Jerder	500	500	(23)
Total of money to be spent on bridges	3,187	4,547	
Safety installations	1,430	1,430	
Electric installations	1,900	500	
Telecommunications facilities	5,150	1,450	
Administration buildings	750	40	
Miscellaneous installations	11,375	11,365	
Total of money to be spent in the Berlin regional railroad district	287,951	125,595	

5. Cottbus regional railroad district.

Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Improvement of technical facilities for the main- tenance work on locomotives at Bws, establishment of a new Bw at Guben	55,000	8,000	
Scheduled replacement of trackage	754	754	
Improvement of the carrying capacity of railroad lines			
Guben-Frankfurt/Oder line reconstruction of the second track between Neuzelle and Guben	4,050	2,093	figures estimated (16)

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	Total Cost	Allocations in	Remarks
	the 1952 Budget		
	(in 1,000 Eastmarks)		
Cottbus, improvement of railroad station	630	277	
Reinforcement of the Uckro-Beeskow line	4,410	609	(21)
Horka, construction of a connecting curve	700	700	figures estimated
Guben-Falkenberg line, reconstruction of a second track	31,534	31,534	(24)
Reconstruction of the Guben-Forst railroad line	2,410	71	(25)
Improvement of the Uckro-Luebben line	430	37	(21)
Uckro-Beeskow line, construction of crossing points	5,200	5,200	figures estimated (21)
Elsterwerda-Ruhland line reconstruction of the second track	4,250	4,250	" (14)
Total of money to be spent on the improvement of the carrying capacity of railroad lines	53,664	44,821	
Safety installations	5,459	4,007	
Total of money to be spent in the Cottbus regional railroad district	114,877	57,532	

6. Dresden regional railroad district.

	Total Cost	Allocations in	Remarks
	the 1952 Budget		
	(in 1,000 Eastmarks)		
Improvement of railroad stations	4,270	1,356	
Scheduled replacement of trackage	2,600	2,600	
Improvement of the carrying capacity of railroad lines at:			
Chemnitz-Hilbersdorf-Biederwiese line, construction of a second track for passenger traffic	940	940	(26)
Dresden-Schoena line, construction of a second track	3,000	3,000	figures estimated (27)

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	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Chemnitz-Rappel-Schoenau line, construction of a second track	1,330	1,330	(26)
Altenburg, construction of a connecting curve	1,550	1,550	(28)
Riesa, enlargement of the railroad station, first construction stage	1,300	1,300	figures estimated
Goessnitz, construction of a connecting curve	1,220	1,220	(28)
Sue-Johanngeorgenstadt line completion of the second track	14,900	1,950	(29)
Total of money to be spent on the improvement of the carrying capacity of lines	29,240	16,290	
Administration buildings	1,100	25	
Total of money to be spent in the Dresden regional railroad district	37,210	20,271	

7. Erfurt regional railroad district.

	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Scheduled replacement of trackage	1,680	1,680	
Improvement of carrying capacity of railroad lines	1,349	360	
Safety installations	990	200	
Miscellaneous installations	1,347	757	
Total of money to be spent in the Erfurt regional railroad district	5,366	3,497	

8. Greifswald regional railroad district.

	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Scheduled replacement of trackage	753	753	
Improvement of the carrying capacity of railroad lines:			
Reconstruction of the Bad Freienwalde-Angermuende line	3,474	1,679	(21)

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	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Bad Freienwalde, reconstruction of sidings cross-over lines and departure and arrival lines	1,161	332	figures estimated
Reconstruction and improvement of the Templin-Prenzlau line	15,100	7,600	(19) "
Britz, construction of a connecting curve	1,600	1,600	(21) "
Neustrelitz, construction of a connecting curve	3,000	3,000	(21) "
Reconstruction of the Lietzow-Pierow-Binz line	2,100	2,100	(19)
Eberswalde, construction of a connecting curve	5,196	2,449	
Eberswalde, construction of a hump	800	800	
Total of money to be spent on the improvement of the carrying capacity of railroad lines	32,451	19,610	
Telecommunications facilities	1,500	375	
Miscellaneous installations	1,572	329 (1)	
Total of money to be spent in the Greifswald regional railroad district	36,256	20,367	

9. Halle regional railroad district.

	Total Cost (in 1,000 Eastmarks)	Allocations in the 1952 Budget	Remarks
Improvement of railroad stations	7,180	1,499	
Improvement of technical facilities for the maintenance work on locomotives at minor railroad repair shops	4,994	2,326	
Scheduled replacement of trackage	1,853	1,853	
Improvement of the carrying capacity of lines:			
Rerouting of the Merseburg-Querfurt Gaiseltal railroad line between Neumark-Breda and Koetzschen	13,900	13,700	(21)

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Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Construction of classification tracks on the Leipzig-Wahren line	503	503
Total of money to be spent on the improvement of the carrying capacity of railroad lines	19,405	19,203
Safety installations	700	500
Total of money to be spent in the Halle regional railroad district	34,130	25,301

10. Magdeburg regional railroad district.

Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Improvement of railroad stations	3,645	50	
Scheduled replacement of trackage	1,560	1,560	
Improvement of the carrying capacity of railroad lines:			
Enlargement of the trackage at the Stendal railroad station	635	100	
Execution of the second railroad construction stage for the Foundry Combine West	3,152	3,152	figures estimated (13)
Guesten-Sandersleben, recon- struction of the second track	1,570	1,570	(13)
Aschersleben-Guesten, recon- struction of the second track	1,032	26	(13)
Execution of the first rail- road construction stage for the Foundry Combine West	543	42	(13)
Total of money to be spent on the improvement of the carrying capacity of railroad lines	6,937	4,890	
Total of money to be spent in the Magdeburg regional railroad district	12,142	6,508	

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II. Schwerin regional railroad district.

Total Cost Allocations in Remarks
the 1952 Budget
(in 1,000 Eastmarks)

Improvement of technical facilities for the maintenance work on locomotives at minor railroad repair shops	1,516	47	
Scheduled replacement of trackage	760	760	
Improvement of the carrying capacity of railroad lines:			
Schwerin-Melthusen line, reconstruction of the second track between Schwerin and Krebsfoerde	703	110	(30)
Reconstruction of the Buetzow-Schwaan line	3,735	1,001	(30)
Reconstruction of the second track between Rostock and Braham	900	40	(31)
Priemervald, construction of a crossing loop	736	31	
Total of money to be spent on the improvement of the carrying capacity of railroad lines	6,064	2,082	
Safety installations	1,320	736	
Total of money to be spent in the Schwerin regional railroad district	9,670	3,625	

Comments.

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(1) The State Planning Commission of the German Democratic Republic centrally controls all investments to be made in the Soviet Zone of Germany. It settles the financing of projects and is responsible for the procurement of the construction materials required.

(2) MITROPA coaches include both diners and sleepers. Details on the construction respectively repair program were not given. The relatively minor allocation made available indicates that this program is rather limited.

(3) The fact that only 27 new locomotives, including two standard-gauge locomotives, are scheduled for construction again shows that the Soviet Zone heavy industry is not in a position to build sizable numbers of locomotives. The Ministry for Materials Supply dated September 1951, 200 locomotives and 15,000 large freight cars, the latter to be usable on both standard and Soviet-gauge systems were scheduled to be manufactured in the current five-year plan.

The limited construction program as listed in the tabulation of the present report tends to support a previous

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assumption that additional locomotives would mainly be made available by repair work performed on damaged locomotives. It is interesting to note that the conversion of locomotives to coal dust-firing does not appear to be provided for in the 1952 fiscal year. [redacted] 1,300 locomotives were

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to be converted to coal dust-firing within the framework of the current five-year-plan.

- (4) It is believed that these long-distance passenger cars will mainly be used for operations to the U.S.S.R. and return, while the double decker coaches will probably be reserved for traffic within the Soviet Zone of Germany.

- (5) RR- and SS-type cars are particularly suited for the shipment of military equipment such as tanks, trucks and artillery pieces. RR-type cars are believed to be four-axle flatcars with a total length of 19.6 meters and a load capacity of 40 tons. They are designed for an exchange of standard-gauge bogies against Soviet-gauge bogies and are built at the nationalized Lova (locomotive factory) in Wildau. On 15 December 1951, Soviet tank loading tests were observed with an RR-type car at the Alt Ruppiner railroad station.

[redacted] The program for the construction of 700 SS-type flatcars which have a load capacity of 35 tons and more, is probably attributable to the Soviet occupation zone. At present, 1,300 SS-type flatcars are available in the Soviet Zone.

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- (6) The number of railroad tank cars scheduled for construction is very low so that the requirements for new tank cars will not be met. On 15 March 1952, a total of 2,513 railroad tank cars suitable for the shipment of white products were a [redacted]

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- (7) KKT-type cars are four-axle self-hinged lids. They have a load cap [redacted]

- (8) As 2 new locomotives are to be built and 30 to be repaired, the number of operational locomotives available in the Soviet Zone will be increased by 32 units. As of 29 February 1952, a total of 5,445 locomotives were operating in the Soviet Zone. The 32 locomotives to be made available in the course of this year will cover only part of the actual requirements, particularly since many of the locomotives in the Soviet Zone are old and worn. [redacted]

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- (9) It is believed that these SU cars are mostly former German equipment which were seized by the Soviets in Germany after 1945. Twenty thousand of such cars have been returned to the Soviet Zone of Germany.

[redacted] another 20,000 such cars are expected to be returned in 1952.

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- (10) It appears that, in 1952, the park of passenger cars of the Soviet Zone railroad will mainly be supplemented by repaired cars. On 31 July 1951, 6,103 passenger cars were available in the Soviet Zone. Actual requirements far exceed the number of 142 passenger cars to be repaired in 1952.

- (11) The railroad repair shops mentioned are major installations suitable for repair work on both locomotives and rolling stock.

- (12) The railroad repair shops mentioned are major installations which are mainly charged with repair work on rolling stock.

- (13) Previously reported.

- (14) [redacted] 50X1-HUM

- (15) [redacted]

- (16) The second track on the railroad bridge between [redacted] and Neuzelle is scheduled to be completed in early May 1952.

- (17) As reported previously, the double-tracking of the southern section of the Berlin Outer Freight Ring was completed in late 1951. The construction work mentioned is believed to refer mainly to the installation of safety and telecommunication facilities.

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- (18) Information on the improvement of this marshaling yard was transmitted previously. [redacted] 50X1-HUM
- (19) See SO-87000x.
- (20) The electrification of the Grawau-Koenigsusterhausen railroad line which was undertaken to speed up interurban railroad traffic, is nearing completion. 50X1-HUM
- (21) [redacted]
- (22) The second track on the [redacted] Leipzig railroad line was completed in late February 1951. It is believed that only finishing work remains to be done.
- (23) The temporary railroad bridge over the Havel River in Spandau and Werder are scheduled to be replaced by permanent structures. The railroad bridge at Rathenow is believed to require only finishing work.
- (24) The reconstruction of the second track on the Guben-Palzenberg railroad line is included in the current five-year-plan.
- (25) The reconstruction of the single-track Guben-Forst railroad line was completed in 1951. 50X1-HUM
- (26) This project is believed to be designed to improve passenger traffic to and from Chemnitz.
- (27) Information on the improvement of this important railroad connection to Czechoslovakia was transmitted previously. [redacted] 50X1-HUM
- [redacted] the railroad stations on this line were to be improved in 1951. It now appears that work on the reconstruction of the second track is to be started in 1952.
- (28) The construction of connecting curves at Altenburg and Goessnitz will increase the carrying capacity of the Leipzig-Plauen railroad line. The curves will also make possible direct connections to the East-West lines crossing the Leipzig-Plauen line in Altenburg and Goessnitz.
- (29) Aue and Johanngeorgenstadt are in the Saxon uranium ore mining district. The double-tracking of the line was nearing completion in early 1952.
- (30) The opening of the second track on the Schwerin-Holthausen and Schwerin-Krebsfoerde railroad line sections was reported previously. It is believed that only finishing work remains to be done. Information on work on the Buetzow-Schwaan railroad line was also included in reference.
- (31) The line between Rostock and Bramow is a sector of the Rostock-Warnemuende railroad line. The reconstruction of the second track on this sector will improve traffic conditions for the Baltic Sea ports of Rostock and Warnemuende.

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